BANGOR DAILY WHIG AND COURIER.

BY JOHN H. LYNDE. BANGOR (ME.) SATURDAY MORNING, JULY 31, 1869. VOLUME XXXVI---NUMBER 180.

Daily Whig & Courier,

THE LARGEST

Daily Paper in Maine,

PUBLISHED AT

7 1-2 CENTS PER WEEK,

IMPARTIALLY IN ADVANCE.

The Bangor Weekly Courier

THE BEST

Weekly Paper in Maine,

PUBLISHED AT

$2.00 PER YEAR,

IMPARTIALLY IN ADVANCE.

BUSINESS CARDS.

H. M. ANDREWS,
Attorney & Counselor at Law,
MASONIC TEMPLE, BANGOR, MAINE.

Dr. F. C. YOUNG,
Surgeon Dentist,
OFFICE AT HILLIARD'S,
No. 4 Main St., 2d flight.

GEO. P. DUTTON,
Attorney and Counsellor-at-Law,
SMITH BLOCK,
Bangor, Maine.

MOSES N. WARD,
Machinist & Model Maker,
No. 4 Main St., 2d flight.

H. L. MITCHELL,
Attorney and Counsellor-at-Law,
OLD MASONIC TEMPLE, Main St.,
Bangor, Me.

WM. T. HILLIARD,
Attorney and Counsellor-at-Law,
Over Post Office,
Bangor, Me.

J. H. CLERGUE
BARBER
and
Wig-Maker,
Bangor, April 24, 1869.

Blacksmith Work!
Done to Order, at City Point.
SHIP WORK
A SPECIALTY.
JOHN BRADLEY.

CURED.
For Milford, at 11.35 A. M.
at 7.35 P. M.
connects for
and 7.35 train
Mount Hope,
HARDY & CO.,
Supts.

Broad Cove
Bangor, May 1, 1869.

Bangor & Piscataquis
RAILROAD.
Portland, and
8, 1869.
Kendall's Mills
the best rate
for Boston
connecting
and over
to Maine
Dexter &c.
Kendall's Mills
Portland or
Maine Central
is late. Pas-
will purchase
tickets to
Bangor &c.
Maine Central
Portland
Kendall's Mills
time for
daily at 8.00
morning
Arrives 5.30,
o'clock noon.
Vassalboro
towns
COLN,
Supt.
Milford
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Hunt, the
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6.02 P. M.
6.02 P. M.
6.02 P. M.
Agent.
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Jon Wood
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he work is
to, receive
mands safe for
to promote
them the
of stairs, to

J. O'B. DARLING,
OFFERS
A Large & Excellent Stock
OF
BOOTS, SHOES,
Hats, &c.,
In Great Variety & Completeness,
—AND AT—
BOTTOM PRICES
COUNTRY DEALERS
need go no further to secure
GOOD BARGAINS.
In the BEST GOODS for
The Maine Trade
to be found in any market.
Prompt Attention Paid to Orders.
No Goods at Retail.
183 and 185 EXCHANGE STREET.
Bangor, May 15th, '68. 3

FILES.... FILES.
NOW IS THE TIME to sharpen up and get ready for business. I have on hand
1000 Doz. Files,
And am finishing 150 D zen per week, which I am selling at
The Lowest Prices,
and will warrant them equal to any imported.
Call and try them.
OLD FILES RE-CUT, as usual.
JOB COLLETT,
EXCHANGE STREET.
april 21

NEW IMPORTATIONS
—OF—
CROCKERY WARE,
AT THE OLD STAND,
No. 1, MAIN STREET,
(From the, Best Staffordshire Potteries)
We have in Stock a full assortment of Semi-
W. G. Lily Patte and Fancy Goods,
Now for sale (Lowest)
AT THE
FIRST QUALITY ONLY
And Common Goods,
—AND—
WHITE AND GOLD BAND
French China!
A GREAT ATTRACTION
GLASS WARE,
TABLE CUTLERY,
SILVER PLATED
and BRITANNIA WARE.
As we import our Ware and Chinas We ge
cost, we are able to offer Extra Inducements
the Wholesale Trade over Retail Dealers, as
variation and other extra expenses.
And to the Retail trade a proportionate
we intend to deserve their Custom, and
Boston, and Choose Goods
PROFIT on THEIR GOODS.
RICKER & IRELAND.
Bangor, April 24, 1869.

Hemlock Dimension
SAWED TO ORDER.
THE subscribers are prepared to furnish HE
LOCK DIMENSIONS of all sizes, delivered
to any parties in the city, at the low market rate
will be promptly attended to.
ORDERS SOLICITED.
Merrill Brothers.
Bangor, May 7th, 1869. tf

New Store,---New Goods
Mr. JOHN A. KELLEY,
HAVING leased the Store No. 7 (two doors North) Pen
have to inform his friends and the public
merally, that he has opened it with a
work in the
READY MADE CLOTHING
OF ALL DESCRIPTION.
Also, a large assortment of CLOTH
ings, such as FELTS, CHINCHILLAS, BEAVERS,
MOSKSKINS, BEAVERETTS, DOESKINS
BROAD CLOTHS, &c., which he will
Lowest Cash Prices.
P. S. The Custom Department will
immediate supervision of Mr. KELLEY, who
who will pay strict attention to his
MEN AND BOYS CLOTHING.
J. A. KELLEY.
Bangor, Nov. 26th, 1868. 1-3.

EDGING LAW.
MILL OWNERS are respectfully invited to
No. 56 EXCHANGE STREET, and exa
transmitter
LIGHT T RAILS,
CHAIRS AND SPIKES.
These Rails make the cheapest Track for
of Edging and Short Leather. Saved feet
being laid in Milford Mills.
Orders promptly filled by
Gibson, Kimball & Sanford,
nov 16 56 Exchange St.

Special Notice.
THE subscriber, of the late firm of P. & S.
LOW & CO., tenders them his thanks
the public for past patronage long bestowed, and
would inform them that he is about to re
orders in the MOVING LINE. Bangor, Wood
Stone Buildings, Railroad or Water Borde
Residence, 28 Northern street. Box
S. S. LOW.
Bangor, April 1, 1-69

WOOL!
THE HIGHEST MARKET PRICE
PAID FOR
WOOL AND PELTS,
AT
No. 27 West Market Square
S. H. BUSWELL.

Boys' Clothing!
A Large Invoice of
Boys' and Youth's Clothing
Just added to our Large Stock of Men's Clothin
Jones Brothers.
may 6
CHILDRENS'
CARRIAGES,
FOR SALE LOW BY
LOWELL & SPENCER,
14 Main Street.
may 15

Crittenden's Commercial
ARITHMETIC, A PRACTICAL BUSINES
MANUAL for every man.
June 22 at BARNEY'S

INITIAL STATIONERY in Bone
May 15 at BARNEY'S.

SPEER'S
SAMBUCI,
Or Elderberry Port Grape & P. J. Sherry Wine.
The above Wines are made by Mr. Speer, who
for 30 years a Winegrower, stands pre-eminent
These are well established and long known by the
Medical Profession as the most reliable and valu-
able wines to be had.

I refer by full permission to Gen. Sherrill now
Collector of Internal Revenue for this District, and
also to the Physicians generally of Cincinnati.
SPEER'S SAMBUCI WINE,
is prepared expressly for and recommended by the
most eminent physicians,
As a Diuretic
It is prized as a healthy agent in the Kidney's and
Bladder Complaints, and in cases of Debility, Weak-
ness and Dropsical affections, it is unequalled.
Speer's Port Grape Wine.
This wine is of the Oporto flavor, recommended by
physicians, where pure wine is required, it is superior
to Claret or Burgundy.
The genuine article is the signature of "Anson
Speer, Jr." on No. 1 over the cork of each bottle
Sold by Druggists and Grocers. Agent, who are
authorized to Grant Wine Rooms.
Principal Depot, 76 Longworth street, Cincinnati, O.
VINEYARDS, Passaic, New Jersey.
For sale by Jones Brothers, Agents for Bangor.
June 12---No. 1---1y dawly

HATS!---HATS!
FOR,
WOOL,
PANAMA,
LEGHORN,
STRAW,
and PALM,
For
MEN, BOYS and CHILDREN,
AT
BOSTON PRICES,
GOING WITH A RUSH AT
J. O'B. DARLING'S.
Bangor, May 7th, 1869. tf

NOTICE.
Bonds of the City of Bangor, issued to aid
the Bangor & Piscataquis Railroad Company
Bangor, to the amount of three hundred thousand
dollars, payable in thirty years, with
annual coupons at the rate of six per cent per
annum---interest payable in Boston or Bangor.
Recommended as a profitable and safe
investment for capitalists, guardians, executors,
trustees, and others.
Applications for Bonds may be made by letter, or
in person, to
THOS. E. PALMER, Treas. B. & P. R. R. Co.
Bangor, May 3, 1869. 1-tf

GOLDEN AGE
DOLLAR STORE,
No. 5 MAIN STREET.
LADIES DAILY FIND
Great Bargains!
Now Goods received by every Steamer.
All are invited to call.
Go before the ONLY Store

One Dollar Store!
IN BANGOR!
Under the Hatch House.
Bangor, April 10th, 1869. tf

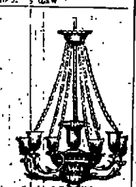
Agricultural.
FARMERS will please to notice that they can
buy the
BEST CLOTHES
THE CHEAPEST FOR PRICE
THE BEST FITTING CLOTHES
THE MOST RELIANT CLOTHES
at WATERMAN & CO'S.

Mechanical.
THE MECHANICS of this vicinity will do well
to call at No. 1 Hotel, at the head of our
LOW-SPRING GOODS,
The same
The public at the
LOWEST PRICES.
J. WATERMAN & CO.

Domestic.
TO BRING INTO YOUR HOUSEHOLD THE
comfort and joy which follows on having all
Beauty, Purity and Economically Clad,
Buy your
Clothes at
J. WATERMAN & CO'S.

Pecuniary.
To get
Clothes for the
the greatest dollars, the
greatest comfort, and the lowest prices in
action for the money, you will find it
have to do is to buy your clothes at
WATERMAN & CO'S,
Corner of Exchange & Main Streets, 3 doors North of Penobscot
Exchange Nat. Bank.
Bangor, Me. may 1 dly

YOU CAN SAVE
$50 to $100
BY BUYING YOUR
PIANO-FORTES
OF PATTEN & WHEELDEN,
New Masonic Block, Main Street.
CALL OR SEND FOR PRICE LIST.
Pianos sold on instalment.
Bangor, June 7th, 1869. dawly

Gas, Steam,
—AND—
WATER PIPE

I HAVE REMOVED my Store and Fixtures to
Commissioner the Bangor Gas Co's Office, No. 3
Hocking Street, where I have a fine assortment
of Chandeliers, Brackets, Pendants, Glassand Pla
Shades, &c. Gas Stoves, for Summer use.
Pumps, Valves and Fittings for Steam and Wa
Pipe kept constantly on hand and fitted
by steam or water fitters, on the shortest notice.
Orders promptly attended to, and the
PROFITS on THEIR GOODS.
Bangor, April 1, 1869. 1-tf
T. L. CATES.

FOR SALE.
THE TUG BOAT, REG. STAR, HOOP
AND CHAIN
IN GOOD ORDER.
Apply to
A. CROCKERY.
Bangor, April 24, 1869. tf

WINDER HAY RAKES, from 5 in. to 5 feet
Clamper, Wood Wringing Machines of every
description, Portable and Stationary Steam Ma-
chines, Machine Tools, Gas and Water Pipes, Bend-
ing, &c., manufactured by
D. & C. SEARS' MACHINE CO.
Newton's Lower Falls, Mass.
Boston Office, 4 Pemberton Square.
may 22 1y

THE MOST SUCCESSFUL
Life Insurance Company
OF THE WORLD,
THE
NATIONAL
Life Insurance Co
OF THE
UNITED STATES OF AMERICA
Chartered by Special Act of Congress
Cash Capital, $1,000,000,
Branch Office, Philadelphia.
OFFICERS:
CLARENCE H. CLARK, President.
JAY COOKE, Philadelphia, Chairman Finance and
Executive Committee.
HENRY D. COOKE, Washington, Vice-President.
EMERSON W. PETT, Philadelphia, Secretary and
Actuary.
PETER S. SMITH, M.D., Philadelphia, Medi-
cal Director.
The Company will insure for TEN MONTHS
for a premium of
5,395 POLICIES,
INSURING
$15,142,800.
This Company is the Only Fully-Reliable
PERFECT SECURITY
by its Cash Paid up Capital of One Million Dollars,
and guarantee of the Insured, by its
Low Rates of Premium
Large Dividends in Advance,
Or a Reversionary Dividend for those who prefer it,
Return Premium Plan.
GENERAL AGENTS.
ROLLINS & CHANDLER, Boston, Gen'l Agents
for New England. J. P. TICKNOR, Manager.
JOSEPH W. FREESE,
BANGOR,
Agent for Penobscot & Hancock Counties
February 6, 1869. 6m dawly

SALOON,
Bakery, and Confectionery Manufactory
CHARLES FRAZER,
TENDERS his thanks to the citizens of Bangor
and vicinity for their very liberal patronage for
the past three years, and would inform them that
he has taken the Saloon in the basement of the
Bijou Building, formerly occupied by Lee Crowell,
where he will continue to manufacture Ice Cream,
Oranges and Cocoanuts, Fancy Cakes, Pound
Cake and Candies, Plain and Fancy Ice Cream,
Sherbet, Roman Punch, Lemon Pudding

Whig & Courier.

JOHN H. LYNDE, -- PROPRIETOR.

SATURDAY, JULY 31, 1869

State Election, Monday, Sept. 13.

FOR GOVERNOR,

Joshua L. Chamberlain.

Penobscot County Republican Convention.

The Republican Voters of the County of Penobscot, are hereby notified to meet, by delegation, in Convention at the City Hall, in Bangor, on Tuesday the 10th day of August next, at ten o'clock A. M., to nominate three candidates for Senators, one Commissioner and a Treasurer, and to transact any other business deemed expedient.

Each City, Town and Plantation, is entitled to one delegate, and additional delegate for every fifty votes cast for Gov. Chamberlain in 1868, and for a fraction of 25 votes another delegate.

J. B. CHADWICK,
R. S. KINGMAN,
JOHN MORISON,
J. H. STEWART,
J. W. POLLARD,
Republican County Committee.

Bangor, July 27th, 1869.

Open Our Doors to Every Race.

So long as there is selfishness in mankind so long will there be conflicts of race; and from the nature of our country these conflicts must always affect us to a greater extent than any other part of the globe. America represents the whole world, and that no question can agitate any country without at once affecting a large proportion of our own population. Our national pulse vibrates in sympathy with the working people of England, the peasants of Ireland, the anti-monarchists of France, the Republicans of Spain, the liberty-loving Germans, because all these are with us and of us, making the United States what it is. In short, our country is the essential epitome of the world, and questions that spring up elsewhere react again to us, and largely accomplish their solutions upon this continent.

The negro race having been admitted to the right of citizenship amongst us, having fought and pressed his way to acknowledgment as superior to the animal, other questions are sure to constantly arise. While all such questions vary with circumstances, they all resolve themselves down to this: whether men of *all* races are entitled to equal privileges under our government? In this light there is actually no difference between the issue raised by the Know Nothing party against the foreigner, and that heretofore raised by the Democratic party against the negro, or that now being raised against the Chinese immigrants by the same party—each being an attempt to deprive certain nationalities of the privileges of our institutions.

The Chinese immigration is now the great disturbing element of that nature. There will as many be a struggle, but finally the prejudices of ignorance will be broken down, and these useful laborers will be welcomed to our shores as are those who flee from European bondage and poverty. Defeated in the liberation and enfranchisement of the negro, the Democratic party is now engaged especially in the laudable mission of endeavoring to oppress the Chinese. They propose to isk their standing upon our shores, to oppress them with onerous distinctions, to virtually place an embargo upon their immigration. Why? Because, as they say, their competition is dangerous to the laboring people, and liable to degrade and ruin our laborers. Because, as is the truth of the ignorant, narrow prejudice that has been so long encouraged in that party as to make selfishness its corner-stone.

There was a time when the people said, if we build railroads so horses will be used, and many will be ruined thereby; when they said, if we adopt steam and electricity we destroy the chances and inducements for skilled labor; when they said, if you give agriculturists all those improved tools and machines for their work the working people must starve. Years have passed during which all these changes have been made. Horses are used more than ever, skilled labor is more valuable than heretofore, and the agricultural laborer never before found his much easier services so well rewarded. Even when the slaves were to be freed the cry went up from the ranks of those who subsist politically upon the prejudice of caste, that the North would be overcrowded with negro workmen to the exclusion of the Irish and others; but how false was this anticipation may be seen by the fact that labor even when gold was double its present rate, was never so high as to-day.

There is nothing like practical illustration to correct errors and to establish new truths as to social and political questions. Although the Democratic party as an organization has learned nothing because it *would not* learn, the great mass of the people, including many of the men who still follow that party, have learned that these questions inevitably settle themselves better than they can be arbitrarily settled. The peculiar mood of this country is labor, not that labor which is taught to hang about the great centres and eke out a doubtful existence, but that which seeks to develop the soil and lay the foundations for other and more extensive enterprises. The Irish aptly adopt one line of labor, the Germans another, while the Chinese and negroes, as the result of different habits, are most useful in cultivating the fields. Our special strength is in the new countries which we are all the time developing, and the more we import to open up these new territories, the richer will be the country, and the more demand will there be for labor such as comes from Europe.

Under the assumption of friendship for the laborer, therefore, the Democratic party is doing all in its power to injure that class of our citizens. Oppress the negro, drive away the Chinamen, retard the settlement of our public lands and the development of our older agricultural districts, and you deprive the laborer of a prosperous future. This is the result of the narrow Democratic policy. Like other articles of that creed which under specious professions the people dread finding to contain very poisonous ingredients, this doctrine is rapidly losing its force. They may resolve against the negro and the Chinaman till they have no strength left to resolve, but while they are waiting to scold, the negro is rapidly approaching them, and the Chinaman is coming to cultivate their fields and to perform labor to which he is particularly devoted. The true doctrine of this country is to admit all the labor that offers upon equal terms, and to let all questions of race settle themselves upon their merits. We may avoid all conflicts of different races in this country by discarding the selfish Democratic idea of exclusive rights, and throwing open our borders to all the oppressed and downtrodden of the earth.

"If the election goes into the Legislature, the chances will be decidedly in favor of Smith," says the Maine Standard, reflecting the Democratic opinion. They wish by our local divisions to carry the Legislature. Such is the past and while Hichborn men are invited. In other words, a vote for Hichborn is practically a vote for Smith. "You pays your money and you takes your choice."

If we understand the position of the Belfast Journal, it does not after all widely differ from us upon the question of United States Bonds. We all admit that certain United States paper is worth more, considering its original par value, than much other paper that is afloat. But *that* is a matter that is past; if a fault at all it was the fault in the first instance, and cannot now be remedied. Any paper payable in gold of course becomes relatively more valuable whenever other paper is depreciated. The government found it necessary to pay a large price for money to prosecute the war, and it did it in this way. The original lenders made great profits, but in a majority of cases they do not hold these bonds now. It would therefore be unjust, besides being unconstitutional, to add burdens to them not originally contemplated.

The Portland Argus characterizes Brown's item in the Whig, relative to Gov. Blossom's pardon of a convicted felon, in New York, as "vicious." This will do very well for a paper that is constantly in the habit of quoting the language of its Republican contemporaries in criticising Democracy, and deliberately stating that the criticisms are upon the acts of the Republicans; but which is but a mild specimen of the tirades of the Argus. Truth *may* be vicious at times, but we always held falsehood and forgery to be universally vicious.

The Railroad Question

To the Editor of the Daily Whig:

It is a pitiable fact, that for the two last decades Maine has hardly increased in population, and whatever of increase there has been appears in the great commercial centres at the expense of the inland and agricultural districts. Massachusetts, on the contrary, with a more sterile soil and climate nearly as cold, has multiplied its inhabitants, increased in wealth, and been made to blossom like the rose. She early directed her attention to the development of her internal resources, until she became perfectly riddled with railroads, every little rivulet made busy with the hum of machinery, and every inch of land cultivated to its utmost capacity to supply the growing wants of a busy and industrious people.

It is just twenty years ago since the first railroad penetrated the heart of Maine. With poor railroad facilities, water-power running to waste, and a neglected soil, Maine has seen her sturdy sons turn westward until dire necessity has redirected the enterprise and wealth of Maine, and developed a railroad fever, which, if rightly directed, is bound to make her one of the most flourishing of the New England States.

In constructing railroads, it is important to make them concentrate at leading points within our own borders, so that the wealth created and the resources developed by the branching out of these roads, shall be made tributary to our own growing cities and ports, whose facilities for doing business shall redound to the credit and interest of the interior. There are no fears for outlets and external communication. Adjoining States will furnish all the means of through travel which we need, and draw away by sufficient outlets all the business and wealth we can spare.

Portland long since made herself the great railroad centre of Western Maine, and by converging roads towards that city, has caused the wealthiest industry of that section to pour into her lap and doubled her population and wealth.

Bangor, the natural centre of all Eastern Maine, with a larger and more fertile area than Portland, now fully aroused to the importance of railroads for the development of the immense water power and agricultural interests of this great section of country, must construct the main arteries of the great network of railroads now intersecting Eastern Maine, so as to direct its trade towards itself, for channels once established are not easily diverted and must remain for generations as evidence of the wisdom or folly of her people.

Bangor, the natural port or water outlet of Northern and North Eastern Maine, in furnishing an port for the products of her soil and industry, must make the incident trade, contribute to her growth, and take care that too many outlets in the wrong direction do not draw upon her resources, and induce trade to go round, or by her. Enjoying the best of seaport privileges for 8 months of the year, Bangor long felt the need of Western communication during the winter. The Maine Central railroad supplied, as well as land communication can, this necessity and convenience; but in so doing it visited us with the inevitable western tendency of trade, and took away our Piscataquis business. A like calamity befel our Aroostook trade through the St. Andrew's road.

To restore the channels of trade, diverted by the superior facilities which surrounding railroad enterprises have afforded, Bangor is building two important railroads to the North and North East—the Piscataquis and European—which still leaves the eastern portion of her territory unprovided for, and open to bids from the Provinces and ports south and west of us—a point which should not be lost sight of, or we may suffer as we did by the building of the Maine Central.

The converging of roads into Bangor—in order that business may not stagnate during the winter months when the port of Bangor is frozen up—necessitates an open port in our immediate vicinity, which shall serve the double purpose of exportation for our commodities, and preservation of Bangor as the great centre of trade for Eastern Maine.

Two water outlets or ports offer themselves—Winterport and Bucksport. Winterport is thirteen miles, and Bucksport sixteen miles, by railroad survey from Bangor. If Winterport and western capital would build a road from Bangor to Winterport and stop there, though it does not afford as good a harbor as Bucksport—we should be very well provided for; but the building of a road to Winterport involves a further pledge of the credit of Bangor whose bonds are heavy and suffering upon the market, as well as ensures the extension of the line through to Portland on the western shores of Penobscot bay. We want no additional railroad communication westward, as such railroad outlets naturally drain towards the western centres and would make Bangor a simple conduit, through which our northern railroads and dependences would place their products. By enlarging the outlets of a stream we may drain the sources dry.

By building a railroad to Bucksport we secure an excellent winter harbor, besides building the great link of the great eastern chain of railroads passing through the towns of Orland, Ellsworth, Franklin, Hancock, Cherryfield, Machias, &c., which will centre in and become feeders, or tributary to Bangor. All of these and adjoining towns are a line to the enterprise and desire the connection.

Winterport, in order to build a road, calls upon Bangor to pledge her credit for the sum of 200,000 dollars, has a contracted harbor which freezes to the lower wharves during the coldest winters, and a swift current; and Bucksport, through some of her richest and most reliable citizens, offers to build a road to Brewer at her own expense without taxing Bangor one cent; has a water front of more than a mile with a depth of sixty feet of water, undisturbed by swift currents and never obstructed by ice when the Penobscot bay is open. It is a significant thing that the steamers drop from Winterport to Bucksport for a safe harbor, during our coldest winter nights. The question arises who should build the bridge between Bangor and Brewer. The European and Piscataquis roads would be too glad to do it, to secure a winter outlet and the fine wharfage room at Brewer which they must have, or if not, the Maine Central would be too willing to establish railroad connection with all of eastern Maine.

Bucksport simply wishes Bangor not to pledge herself to other roads and she will build her own roads, and hopes, by establishing a comity of interests, to secure the travel from Bangor. She don't ask Bangor to oppose other roads but not to commit herself to other roads.

Again, if we build the Winterport road thereby securing the shore road to Belfast, Rockland, &c., and disaffecting Bucksport, she will join the east in seeking western railroad communication across the Penobscot river at Bucksport, tap the shore line and leave us high and dry, nearer the North pole than ever. The more sceptical believe a charter for a bridge at Bucksport could not be obtained to obstruct the navigation of the Penobscot river. The great North West has not prevented charters for bridges over the Mississippi at Rock Island and St. Louis; nor Pennsylvania over the Ohio river at Cincinnati, nor the Upper Kennebec over the Kennebec river at Hallowell, Gardiner, or Bath.

The question is, a railroad to Bucksport with a good harbor, free of expense to Bangor, securing eastern railroad connection and trade, or a railroad to Winterport with a poor harbor, securing western railroad connection with the loss of trade.

Bucksport and Winterport Again.

To the Editor of the Daily Whig:

SIR.—Your correspondent, who signs the name of T. W. Voss, undertakes to show the good citizens of Bangor, that it would be a better thing for them to raise $15,000 per mile for the construction of the proposed Railroad to Winterport, than it would be to take a railroad to Bucksport for nothing.

This was evidently an uphill undertaking, as any one can see it must be, and the evidence is made complete by the style of the article in question; for when a respectable gentleman descends to low personalities and bar-room rhetoric, instead of making out his case, he plainly confesses to all thinking men that he is conscious of having no case to make.

For myself, or for my cause, I have no reason to prompt me to follow his cheap example. I will take it for granted, that he is a respectable and honorable gentleman; that he writes for a respectable and honorable purpose; and I will not deny his title to contend with other respectable and honorable men, because the opening of his article betrays such a lack of self-respect. His difficulty was his want of information and the weakness of his cause.

Passing entirely by his poor trash about circus performances, which only shows a greater familiarity with, coarse amusements than with logic, and which I will leave to some *clown* to answer, I will touch upon the first respectable sentence he makes in the beginning of his article. "If the opinion of that article had been," he says referring to my late communication, "Maine Central Railroad vs. Winterport Railroad," would have deceived no one." But I guess, it would have deceived everybody attempted to do so, for it would have been falsehood. My article, let me plainly say, was not written in behalf of the Maine Central Railroad. No person connected with the Maine Central Railroad paid for, procured, suggested, or knew anything about, nor anything of my intention to write or publish it, until it was seen in print. Not person anywhere connected or connected with that or any other Railroad, ever requested me to write the article, to do anything to start the enterprise of Railroad from Bangor to Calais by the way of Bucksport. The whole project is a conception of my own for the benefit of Bangor and the whole of Eastern Maine. Nor is the slightest objection to the road to Winterport, till convinced that, both roads could not be built; and then it was my right a property-owner in the city and in Brewer, to make my own choice between them, and put my conclusions into print, if I saw fit to do it.

I need scarcely have taken the pains to put this matter right, for the communication of your correspondent is so self-contradictory as to nullify itself. First he charges me with being a "tool"—for that the lofty word employed by this dignified gentlemanly writer—an "instrument" of the Maine Central; and then, as he had forgotten his own point, he says when we apply for a charter for our road, we shall meet with "dogged opposition" from the Maine Central that has been waged against road he advocates. If this have occurred me to do this work, I must have something by which to prove the bargain, and if I really want a road to Calais by way of Bucksport, as I hereby affirm I do, then I shall have that something with which to thwart any of this "dogged opposition" or miserable treachery—at the nick of time. The one part of the gentleman's argument, therefore destroys the other; and his whole piece thus self-destroyed, leaves the simple truth that, as an individual citizen, I prefer taking as a free gift a railroad from Bucksport to Bangor, rather than to pay $15,000 per mile for a Road from Bangor to Winterport, which will not pay running expenses after it is built. And the trouble with your correspondent is, Mr. Editor, that he finds most of the leading men of Bangor, and a majority of the voting citizens, have come, and are coming to the same conclusion.

Your correspondent says, "we have already declined a guarantee of six per cent. on the cost of our road, from *responsible* parties, for what we believe to be better terms." It is not in my nature to deny a deliberate statement of a gentleman proving himself to be dignified and respectable; but I will frankly say that I imagine the people of Bangor would like to read the documents, and I will add to this that whatever existing corporation should undertake to carry out such an overture, would fail by not less than five per cent. of getting government interest for their capital, and perhaps render itself *responsible* long before the expiration of its lease. I heed not the prophecy on record, and whoever shall live to see the day is welcome to remember it.

In conclusion our writer says, that neither Brewer nor anybody else, "can arouse in him opposition to a railroad to Bucksport." But he evidently prefers the road to Winterport. So, in his mind, after all, the question stands exactly as it does in mine, it is really "Winterport for Bucksport." He prefers the one point; I prefer the other, and then after all, his willing, the caption of my article is exactly as he would himself have had it. Let us, then, as citizens first whether we can get a seaport for nothing, before we give $15,000 per mile for another one not so good; and let us give the friends of the Bucksport road time to show what they can do, before we bind our hands. Then if they fail, we shall all be willing to do what we come to get a road down to Winterport.

BREWER.

SPECIAL NOTICES.

For Sale,

AT REDUCED PRICES.

50 BBLS. APPLES,
10 BBLS. ONIONS,
6 BBLS. FRESH CUCUMBERS,
100 " FRESH CABBAGES,

At Greenacre & Taylor's,

PRODUCE DEALERS,

July 30 sn2t 30 Mercantile Square.

Medical Card.

Having been informed recently by several persons that it was generally understood I had permanently located in Bangor, I would say that I shall, as usual, return to New York in October—hence all obtaining treatment for CATARRH should consult me directly, as it requires my personal attention from one to four months to remove this complicated difficulty.

SPECIALTY—*All Obstinate Chronic Diseases* requiring surgical or other treatment.

I have more than thirty patients now under treatment.

FEMALE DISEASES treated with universal success.

I remain, respectfully yours,

W. HARVEY, M. D.,

July 23 69 Main St., Bangor, Me.

Dr. Brown,

Office 45 Lowis Block, Main Street, Bangor, continues to treat successfully all

CHRONIC DISEASES,

Such as have resisted medical aid for years. A cure will be effected or undertaken. He

PURIFIES THE BLOOD,
CURES SCROFULOUS DISEASES, CANCERS or *SCROFULA,*
HUMORS.

april 27 and&w.

SOUTHERN PINE!

FLOOR and STEP BOARDS.

—ALSO—

Dry White Pine Plank and Boards,

OF THE BEST QUALITY,

For sale in quantities to suit purchasers, by

GEO. F. GODFREY,
HARLOW STREET.

Bangor, July 27th, 1869. 4mtf

Sanford's Independent Line

FOR BOSTON AND LOWELL.

SUMMER ARRANGEMENT.

THREE TRIPS A WEEK TO BOSTON.

Steamer CAMBRIDGE, Capt. J. P. Johnson, and Steamer KATAHDIN, Capt. E. S. Ryan, will run alternately as follows:

Leave Bangor every MONDAY, WEDNESDAY and FRIDAY, at 11 a. m., Hampden at 11 30 a. m., Winterport at 12m., and Bucksport at 12.30 P. M., for Boston, touching at all the usual landings on the river and bay.

Returning, will leave Boston for Bangor, and intermediate landings every MONDAY, WEDNESDAY and FRIDAY afternoons at 5 o'clock.

Fare from Bangor, Hampden, Winterport and Bucksport to Boston, $5.00

Fare to Lowell (including back fare in Boston), $6.00

Meals extra.

No extra hazardous freight taken. Freight must be accompanied by Bill of Lading in duplicate.

LOOMIS TAYLOR, Agent.

Bangor, June 7th, 1869.

State of Maine.

HEAD QUARTERS
ADJUTANT-GENERAL'S OFFICE,
AUGUSTA, July 23d, 1869.

GENERAL ORDERS No. 2.

The following promotions and appointments are announced in the Staff of the Commander-in-Chief:

I. Benj. W. Murray, Jr., to be Assistant Adjutant General with rank of Colonel.

II. Lieut. Col. John Marshall Brown, A. D. C., to be Assistant Inspector General with rank of Colonel.

III. Nathan Cutler, to be Aide de-Camp with rank of Lieut. Colonel.

By order of the Commander-in-Chief.

JOHN MARSHALL BROWN,
Lieut. Colonel and A. D. C.

Great Reduction of Fares!

TO ALL POINTS

WEST AND SOUTH,

Via BOSTON, NEW YORK, PHILADELPHIA, PITTSBURG, ALBANY, BUFFALO, NIAGARA FALLS, DUNKIRK, SALAMANCA, CLEVELAND, DETROIT, &c.

THROUGH TICKETS

For sale at Greatly Reduced Rates, by

P. M. BLAKE, General Agent,
No. 9 Central Street, Bangor.

Also, Agent for PACIFIC MAIL STEAMSHIP COMPANY, for California, China and Japan.

Tickets to and from

England, Ireland & Scotland.

STERLING EXCHANGE, payable at sight, or sale in sums to suit.

nov 4 6m

Southern Pitch Pine.

A cargo of PITCH PINE, various sizes, for ship building and repairing, just landed at our ship yard in Brewer, from schr Damon, will be disposed of in quantities to suit purchasers.

ISAAC DUNNING & SON.

Brewer, May 22d, 1869. tf

REVERE HOUSE,

BOSTON, MASS.

This noted Hotel has been thoroughly modernized. The house has been completely remodelled, furnished and newly furnished throughout. Suites of rooms by lease and single families—water, bathing-rooms, &c., introduced—so that from often unwarranted accommodations for travellers. The "Revere" has always been celebrated for its table, and the attention paid to guests, and its high reputation in these particulars will be maintained.

MR. GARDNER WETHERBEE, late of the Fifth Avenue Hotel, New York, has become one of the proprietors, and will be pleased to welcome the travelling public at the above Hotel.

WHISLEY, WETHERBEE & CO.,
Proprietors.

June 10 eodly

Once Used, It Recommends Itself.

THE

"Diarrhœa Remedy,"

Is the Best Thing in the World

FOR CURING

Cholera Morbus, Dysentery,

And all cases of Summer Complaints so prevalent at this season of the year.

SAFE, PLEASANT, RELIABLE.

So agreeable to the taste, that children take it with pleasure. *Keep it constantly.* No cure no pay. Sold in large or small quantities, by

BLOOD & ROWE,
121 Exchange St., Bangor.

June 10 eod&w3m

FOUND

That Staple, Fancy Goods, Small Wares, Hosiery, Gloves, Whips, Cloves, &c., can be bought at wholesale in Bangor, as low as in Boston or New York.

Do not be respectfully invited to call and examine the largest stock of the kind in Maine.

New Goods Arriving by every Steamer!

at S. & J. ADAMS' & CO.,
5 Main Street.

July 1 1mos

For Rent, on Front Street,

On Spunbonet Wharf, several LOTS suitable for Store Houses, &c. For particular enquire of JAMES S. ROWE, Esq., or HENDERSON & FREDRICK, Agent.

Bangor, March 23, 1869 sntf

Sewing Machine Depot.

SINGER,
WHEELER & WILSON,
GROVER & BAKER
ELLIPTIC,

and all other STANDARD

SEWING MACHINES, for sale by

CHAS. S. HALE, 24 Main St.

jan1

For Rent or Sale.

Easterly Tenement of house occupied by Mr. M. Lincoln, 11 Garland street. It has 10 rooms, centrally located; and in good repair. For further particulars enquire of Mrs. H. C. HERRICK, on the premises, or A. S. WEED.

July 15

Removal.

DR. STRICKLAND'S OFFICE will be at his residence, corner of Main and Union streets, after April 23 tf

May 1st.

Schenck's Pulmonic Syrup.

Seaweed Tonic
sumption, Liver
on according to d
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Dr. Schenck
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Dr. Schenck, w
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Office, Philadelph
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fessionally at No. 3
ober Tuesday, and
ton, every other W
tion, for a thorough
ator, the price is $5.
9 A. M. to 3 P. M.

Pyne of the Fair
only $1.60 per bott
drake Pills 25 cents
Hance or St. Jacob
by all druggists.

Peabody Medical Institute.

No. 4 Bulfinch Street,

The [illegible] Medical Institute [illegible] on according to the rules established by the Medical Faculty of the [illegible] Physicians [illegible] Surgeons [illegible] Boston, [illegible] Medical Institute [illegible] Medical Institute [illegible] Medical Institute

TELEGRAPHIC

TO THE

Whig & Courier.

FROM WASHINGTON.

WASHINGTON, July 30.

The following correspondence has been made public—

WASHINGTON, July 16, 1866.

SIR—I have the honor to address you in behalf of the Sitka Cable Trans-Atlantique Francais, whose interests I represent in the United States.

During the visit paid on the 1st instant by Mr. Thouret and myself Britannic Minister, and afterwards by you and Favorney, the French Charge d'Affaires, of the views of the United States Government as to its authority and duty regarding the proposed undertaking I have the honor to say that no time is coming to Washington in order to confer with you upon the subject and the result of the interview I had in the morning with you this morning, it encourages me with Count Favorney, I beg leave to assure you that the French Cable Company agree to accept as a basis upon which their opperations are to be conducted the provisions of the bill of which a copy was handed to you in letter to Count de Favorney, one of such other enactment as may be necessary during the approaching session of Congress with a view to regulating the operations of telegraphic companies connecting the United States with foreign countries.

The Sitka Cable to Trans-Atlantique Francais will not only do their utmost to induce the Government of His Majesty, the Emperor of the French so far to modify the commission under which the Company has been established as to permit the landing upon the Propel. . . any cable belonging to any Company incorporated by the authority of any of the United States, or of any State of the Union, but further agree on their own part to establish upon the basis of equality of any such cable belonging to any Company incorporated by the authority of the United States any State in the Union.

I have the honor to be your obedient servant,

(Signed) L. G. WATSON,
To Hon. Seward, Secretary of State.

The Assistant Secretary of State replied as follows:

Department of State, Washington, July 23, 1866.

SIR—I have the honor to acknowledge the receipt of your letter of July 20, to the Secretary of State, inviting him that the Russian de Gorlatt, Limited (except, the basis upon which their (gerations . . . to be conducted, the provisions of the bill which passed the Senate of the United . . . ate last winter (or such other enactments as may be passed during the approaching session of Congress, connecting the United States with foreign countries. I further information that the Sitka Cable and their utmost to induce the government of His Majesty the Emperor of the French, so modify the concession under which the company is established, as to permit the laying upon French soil of any cable belonging to any company incorporated by the authority of the United States, any State in the Union; and agreeably to the part of the Sitka Cable, that they will not oppose the establishment of any such cable. In reply, I have to say, that any communication with the several insurance companies . . . given you by the Secretary of State, having received from representatives of said insurances from you, no opposition will be made on the part of the Government of the United States to the landing and working of the cable before the meeting of Congress in the approaching s . . .

I have the honor to be, sir, your obedient servant,

(Signed) W. B. DAVIS,
Acting Secretary of State.

To L. G. WATSON, Esq., Agent of the Societe du Cable Transatlantique Francais (Limited.)

Nothing now remains to show that the Peyssinet affair is to the coming session of Congress, as has expressed intention that . . . bill be a fair one.

Revd. James Ly . . . a colored minister from Mississippi, h . . . says, a most cordial interview with . . . Grant this M. . . in which he . . . d the President that the colored p . . . s that State were rapidly improving . . . that constitutes useful citizens. . . look to the Republican party as the . . . main and bulwark of their security and . . . ered rights, and therefore they wou . . . ndit, and the alliances in Mississ . . . ided heartily to his famous words, " . . . have peace."

President Grant rep . . . d his gratification at learning that the . . . people were improving, and said t . . . ld vote from the redemptions of gov . . . ment. He lamented a great desire . . . save the fifteenth constitutional amen . . . ratified.

OABLE NEWS

London, July 30 . . . the House of Commons tonight the M . . . of Huntington, Postmaster Gener . . . ed to the question of Mr Buckley . . . subject of commutation between England and America would be brought under the notice of the government as soon as the public business permitted.

Paris July 30—It is reported that the Emperor will issue general amnesty for political offences on the 15th of August.

Railroad Accident.

ST. LOUIS, July 30.

An accident occurred on the Hannibal & St Joseph Railroad yesterday forenoon near Cameron. A train bound west ran over a misplaced switch and two of the rear cars were thrown from the track down a small embankment. J Baker and daughter of this city, Mrs Cameron of Morrisville, Pa., Mrs Mary Carr of Osborne, Miss., were seriously injured and A. H. Smith of Irving, Kansas, P1O Kinney, of Portsmouth, Ohio, Kate Reckmeyer of Proctorsville, Nebraska, Rev. D Dudmeron of Morrisville, Pa., slightly injured. Charles L. Wilson, yardmaster of the road, and a trakeman, name unknown, were badly injured.

Gen Butler on the Test Oath

RICHMOND, July 30.

The State Journal publishes a letter from Gen. B. F. Butler to a citizen of Virginia about the test oath of members of the Legislature. Mr. Butler says:

"My opinion, therefore, would be, and is that I am quite clear, that it is within the power of the Government, and within the requirements of the laws of Congress, if administered in their integrity, to set aside those men who cannot take the test oath because of their participation in the rebellion, and that the men who feel the voice of the electors, because of their adherence to the Union, should be admitted to their seats as being the choice of the only men voting who did not prefer a traitor to the government to a loyal man, for their representative."

Mr. Butler adds that Congress is the only power which can remove the necessity of taking the iron-clad oath.

Hon Asa Packer's Acceptance

PHILADELPHIA, July 30)

Hon. Asa Packer's acceptance of the Democratic nomination for Governor of Pennsylvania, is published. If elected he says he will endeavor to secure the prosperity of the State credit, a reduction of expenses, to encourage internal improvements, and just exemption of the laws, involving a cautious and sparing use of the governing power; the promotion of education and the prevention of corrupt legislation and an improper management of the public funds. He also promises a careful attention to the interest of labor and concludes by declining to take an active share in the canvass.

New York Items

NEW YORK, July 30.

General Thomas W. Egger, a weighmaster in the Custom House, was arrested today and held for examination on a charge of presenting fraudulent pay rolls.

The brokers who recently pleaded guilty of usury, are to be sentenced August 10th.

The Washington train due here at 5 P. M., ran off the track a mile South of Newark depot. The cars were badly smashed and the track torn up for some distance. The mail agent was seriously injured. No other person is known to be hurt.

San Francisco Items

SAN FRANCISCO, July 30.

A dispatch from the North, announces the safe arrival of Professor Davidson of the United States Coast Survey and party at Sitka, en route to the Chilkat and the country. Abasan, to observe the total eclipse of Aug. 7th. General Davis extended every possible aid to the expedition and succeeded in bringing to Sitka the chief of the Chilkat tribe, who promised a safe conduct and protection to Mr. Davidson and his party.

Reports from the Japanese colony in Eldorado county are favorable. The colonists have struck oil, but are now recovering. The tea and mulberry which they planted are now from a finger's length. They are all in excellent health and expect to make tea a specialty of their work and have no doubt of its success. They also planted Multiberry seed, all the varieties of which they brought from Japan. Next year rice will be planted. The colonists are delighted with their situation and write letters to their friends encouraging their friends to come to this country.

The Wheeler party, consisting of eight politicians and newspaper men of that state, reached here to-day. They are surprised and pleased with California and speak highly of the condition of the Pacific Railroad.

The Chicago Commercial party left here yesterday for Chicago, visiting the White Pine Mining region.

Mr. Adamson, Consul to Honolulu, arrived from Washington last night.

Advices from Arizona state that the Indians at Camp Verde and Camp Lincoln are committing depredations. Three men were killed. The mail carrier escaped and arrived in a wagon. Two men were killed. The mail carrier escaped and arrived in a wagon.

Indian Outrages

SAN FRANCISCO, July 30.

Advices from Arizona state that the Indians at Camp Verde and Camp Lincoln are committing depredations. Three men were killed. The mail carrier escaped and arrived in a wagon.

Sudden Death

AUGUSTA, July 30.

Joseph Eaton, the oldest son of the late Joseph Eaton, who was for many years President of the Somerset & Kennebec Railroad, died very suddenly this morning of heart disease. He has been a very regular man and the cause of his death is unknown.

The Internal Revenue.

WASHINGTON, July 30.

The Internal Revenue receipts today were over one million dollars.

The receipts to-day were over one million dollars.

The recent statement that Commissioner Delano had recently given orders to stop the distillation of spirits in New York until further orders, is pronounced an untruth by the Revenue Bureau. It is believed that the recent activity of the officers in New York is for the purpose of ferreting out fraud, and the offenders against the law to make large.

Marine Intelligence

NEW YORK, July 30.

The bark Stella C Yarmouth, N. S., which was in Gordon Deal Beach the 27th went out and towed to this city without damage, has had a cargo of iron from England.

Canal Accident

AUBURN, N. Y., July 30.

Milton Allen, proprietor of several agricultural implements, was caught in the locking wheel at the establishment this afternoon, and instantly killed.

Political

PHILADELPHIA, July 30.

William M. Meredith, of this city, has been appointed Chairman of the State Democratic Committee.

Miscellaneous Dispatches.

BUFFALO, July 30.

Good Templars to enforce Sunday law in Buffalo two of the Commissioners before the Police Commissioners this afternoon by some initial

CHICAGO, July 30.

Secretary Boutwell is authorized the Collector of Customs at this port to sell the goods in the United States Bonded Warehouse at such auctions as they may consider to be for the interest of the Government, to pay duties at the current rates in New York on the day of sale.

Monetary Affairs

NEW YORK, July 30.

Gold 7 per cent in call with exceptions.

Prime [illegible] 12 per cent.

Sterling [illegible] firm and steady, closing at [illegible] for sixty days and [illegible] for sight.

Gold closed steady though [illegible] fluctuations. Clearances $27,000,000. The transactions [illegible] were [illegible] 32.

Government securities active, steady, and the business [illegible] of a speculative character. The following are the closing quotations [illegible]

[illegible] 1881 . . . 108
[illegible] 1881 . . . 108
[illegible] 1881 . . . 108

Whig & Courier

Our Supply of Water.

(From Harper's Weekly.)

Doubt having been expressed as to the capability, of the Croton Valley to supply our future population with water, the question is an interesting one whether it is well founded, and what means are required to secure the city against such a contingency. It may be necessary to imitate the example of Boston, which has lately admitted several adjacent towns and villages, and annex the lower portion of Westchester to New York, in which case a very large population will need to be provided for. That it will very soon equal if not surpass that of London is very certain.

No city in the world possesses the advantages of New York. When the obstructions to navigation at Hell Gate are removed, which can easily be done, as was demonstrated by the ingenious operations of Henry Grinnell, we shall have access to the ocean by an improved channel for the largest ships. Our means of communication by way of Sandy Hook are sufficient for all present purposes, and are superior to those elsewhere enjoyed. The commerce of the whole world may have easy access to our wharves.

Our communications with the vast interior of our country and with Canada are equally convenient. High mountains are interposed between the interior and other Atlantic cities, except Savannah, but by two united valleys—that of the Mohawk, which breaks through the Alleghany at Little Falls, and that of the Hudson, which breaks through the range at Wadd's Point our trade with the interior is unobstructed. With Canada we have easy communication, as the highest elevation is only about 110 feet. We shall presently avail ourselves of these great advantages by widening and deepening the Erie Canal and the canal connecting with Lake Champlain, and in time by a ship canal from Lake Champlain to the St. Lawrence, and thus prevented none but territorial limits can be assigned to the growth of population which will inhabit New York, Brooklyn, Jersey City, Hoboken, and Westchester. The supply of this city and of the lower part of Westchester must engage the attention of our Legislature, whether they become united under one municipality or remain under separate local governments.

The Commissioners who introduced the Croton into the city made an examination of the Bronx, and wisely decided not to use it. If it were dammed at Bronxville the reservoir at that place would have an elevation of about seventy feet above tide, from which much of the lower part of Westchester could be supplied. The village of White Plains, which is growing rapidly, has endeavored to obtain the right to take water from the Bronx for the use of the village; but Rye Pond, one of the most important feeders of the Bronx, will doubtless be used for that purpose, as it is supplied chiefly by springs, is seated at a sufficient elevation above White Plains, and is only about three miles distant. It is probable that the Bronx will furnish enough water for as many residents as will congregate in the lower part of the county for perhaps fifty years.

The Croton aqueduct, which commences in Westchester, and runs for nearly thirty miles along and near the banks of the Hudson in that county, has not been tapped except at the State prison. The only case in which permission to do so was given was that of a gentleman who had performed services in respect to the sewerage of the city, but on reflection he declined to avail himself of the permission, as he feared that, if repeated, irreparable damage might result from it.

Mr. Coffin was at the time President of the Board. The aqueduct is constructed to deliver, at its maximum, sixty millions of gallons per day, which it regularly does, furnishing to each of a million of inhabitants sixty gallons of water per diem. The Croton river, not only supplies this quantity, but throws a large excess over the dam for nine months in the year. During the heats of summer it occasionally happens that a much smaller quantity runs into the dam than the aqueduct requires. But at Boyd's Corners on the west branch of the Croton a stupendous reservoir is being constructed competent to hold enough, added to the minimum supply from all the branches, to deliver into the aqueduct all that it can take.

The drainage area of this reservoir is about 20 miles, and constitutes the extreme northwestern portion of Croton valley. The reservoir is over 60 miles from the city, at an elevation of 600 feet above tide, and is in an extremely wild district, sparsely populated. It will cover 300 acres of land, and will store 3,369,200,000 gallons of water. On its completion, which will be in about two years, this reservoir alone will supply the whole quantity required for forty-five days, or all the time the main dam, not reckoning other sources of supply; but, as the new reservoir is 25 miles from the dam, some of the water will be absorbed, but the quantity will be but little in excess of what the stream will at this same time furnish to the reservoir. No apprehension need be entertained that the aqueduct will not furnish the city throughout every year, after this new work is completed, the full complement of sixty millions of gallons daily.

Many parts of London are supplied by their aqueducts with only twelve gallons per day to each inhabitant; but there is little wasted the quantity sufficient. What we receive would be deemed luxurious by any but the most wasteful people. In winter, to prevent injury to the pipes by the freezing of the water, it is allowed to run both night and day—a contingency against which the English are not required to guard; and much of the water here is used for manufacturing purposes—an object which ought to be encouraged up to the point beyond which incompliance of a domestic character would result. No city is complete without an abundant supply of water, delivered into houses from such an elevation that it becomes after use the power or carrier for removing the refuse through the sewers. The privilege system of New England, which fortunately extends to the coast here, where it runs out, enables to obtain and introduce water at a high elevation and of a pure quality. And it will contribute to the growth of the city to keep up a luxurious supply. If London is now discussing the question what means shall be used to introduce water from a river in Wales, over a hundred miles distant, and will decide to introduce it at vast expense, inasmuch as the health and prosperity of the city depend upon it.

Many of the diseases which prevail owe their origin, and frequently their malignant type, to the water we drink, and there should be no hesitation to make whatever outlay may be required within our means to maintain forever a proper supply. The spontaneousness of nature to our city is conspicuous in the means which are afforded for obtaining water for an enormous population. The valley of the Croton has an area of three hundred and twenty square miles, containing chiefly the soil and the rocks of the primary system. The mountain range which crosses the Hudson from Peekskill to near West Point constitutes the bulk of this region, which extends very little beyond the Connecticut line. All the various valleys formed by the east, west, and middle branches of the Croton and their affluents there are no less than fifteen convenient spots in which storing reservoirs may be built, the joint capacity of which exceeds sixty-two billions of gallons. The district is already studded with numerous lakes and ponds, the outlets of which run evenly, forming, with the artificial means which may be provided at moderate expense, such conveniences for storing water as our growth in population may hereafter require.

In time it will undoubtedly be necessary to add to the capacity of the aqueducts or build a new one. Whatever quantity might be introduced, advantage would result from it even if much too large for domestic purposes. Skill will employ itself to devise some cheap mode of using the Croton as a power in domestic industry; and the time may not be distant when, in addition to the luxuriant supply of pure water with which we now are blessed, the women of the city, in their own dwellings, may use the Croton as the power to work their sewing machines at a trifling expense and without inconvenience. Among the benefits conferred by the Croton the ease which it contributes to the performance of household labors is of great importance, and of itself justifies the outlay.

—Alboni sang lately at Gustave Doré's reception in Paris. The Emperor of Russia ordered his Imperial Opera director to offer her £128 per month, and £80 private entertaining expenses. Mdme. Alboni replied that she would not accept lower terms than those on which Patti had sung. Hereupon the Emperor telegraphed that he agreed with her view of the case, and requested for St. Petersburg identical to the one Patti had signed last winter.

—At a recent prize baby show in Liverpool more infants were offered than could be accommodated. The youngest mother was only fifteen years old, and the youngest child was six weeks, except in the case of a triplet of babies, who were but 10 days old! The triplets are described as oldlooking, homely, and very small.

ALL SORTS AND SIZES.

—Only 105 deg. in the shade at Richmond.

—Socle-ous arguments—Boutwell's.

—(N. Y. Tel.)

—France has 337 theatres.

—The Blonde Brigade is sloughing off, to Cullen'th.

—A Frenchman has fitted sails to his velocipede.

—Foley's last—"An habitan and self-procl'imed fine."

—Kingdom of St. Peters, at Rome, has visited Out.

—Three-card-monte is licensed for $2 a day in Michigan. The same license covers gambling.

—Virginia currency is at present selling. Gold has fallen to 500.

—Chicken Orr will give notice upon sick. No money, no Chinese, he says.

—Sumner has been in office since he was thirty-five. But he is shelved at last.

—Not a game to the last. The dollar the Alps from his retreat in the Cottian-loras.

—An American Institute is to be opened in Valparaiso.

—A Mississippi boy went out to fly his kite, when the kite flew him, and he was landed in a tree seventy feet from the ground.

—New York and the cholera morpus are having a severe tussel, and the scarbus is getting the better of it.

—The English papers are full of the monstrous violations of private life by the Yoo with babyshow.

—Miss Craig finds it impossible to make Speaker Blaine swear. He has asked the Supreme Court to look into the matter.

—A double tripod built of the lids in the San Francisco Industrial School consists of having them nothing to lend for three days.

—A case in Rottingdean, Eng., dropped the baby, threw it over a precipice and broke its back. She had no further trouble with it.

—A burglar robbed in sleeping apartment in Terre Haute and, left the house with whisky from the face of the lady occupant. She was somewhat surprised in the morning.

—The manner in which the French Empress plays English politics is said to be Nap's breath away. Similar opinion of the French people, on French topics, pa's a similar effect upon her husband.

—Brazil proposes to dispense with slave auctioneers.

—Dublin has imported brick in Paris.

—Miss Mitchell has named her baby Fanchon.

—Portugal paid Surdpa $60,000 to [illegible]

—Isabella Pacha has just won $50,000 at Homburg.

—Victor Hugo is in Paris.

—The attempt to make oyster meetings fashionable at Cape May has not succeeded.

—Grant's shocking bad hat disgusted Olive Logan.

—A Louisville lady cut her husband's description of Mrs. Grant.

—Fashionable gymnastics—Saratoga Springs.

—A woman in Michigan has walked 52 miles in 6 hours 20 minutes. Weston can do it.

—Mrs. Stewart Jackson has received a bequest of $10,000.

—The London Times says Napoleon is stronger than ever.

—Every other time corded silk dress is ready occasion produces a new ruffle which fires in a minute.

—Prussia has thirty-three [illegible]

—The disgusting grumbling of certain New York journalists.

—A wife, nearly naked, is roaming in the woods near Ogdensburg, N. Y.

—According to the last official report, there are only four hundred and twenty-four acres of public land remaining in the State of Illinois.

—A wife of a farmer named Reed, living at Brewster Station, Ct., shot a man in bed, inflicting an ugly wound. Reed has been arrested and placed under $10,000 bonds to appear for trial.

—It is said that ex-Postmaster Boston, who left New York seventeen years ago, on account of certain frauds in his department, and since lived comfortably in obscurity on the Pacific coast, is about to return.

—The price of butter at St. Albans on Tuesday was 30 to 40 cents.

—The Dixon (Illinois) Democrat says that a tombstone in the cemetery at that city bears only the suggestive epitaph "Gone up."

—A young gentleman of Logansport, Ind., has a barber for spelling the word mustache in varying to comb it, and paid his damages at $30.

—The Watertown Reporter, commenting on the distinguished arrival at that place along with B. Cumberland Bore—a contemporary says: "Long as the Accessory and Cucumber furnishes at about."

—Nineteen of the first class citizens of Springfield were hauled into the Police Court on Tuesday, and fined $5 each for keeping dogs without a license—a charge of $19 18 each.

—It is stated that Hon. John P. Hale will spend several months in travelling in Europe before his return to this country.

—Owing to the dull times, New York dry goods dealers are discharging numbers of their clerks.

—C. P. Moore, a wealthy banker of Memphis, took in his landlord of a St. Paul, Minnesota, hotel on the 18th inst. because the latter put butter in his tea, and died, two days afterward.

—The weavers employed in the cotton mills in the old district of Kensington in Philadelphia, now on a strike for an early one thousand in consequence out of work.

—Dr. Black Hawk continues to discuss a few days so up to the time of his death. He attributes his longevity to temperate use of tobacco an invetecate smoker.

—Natural History Society to the grounds of John B. Boyleston, on Tuesday, a sumptuous request, and made one of his characteristic speeches as it seems to have been highly enjoyed.

—The store of Prouhet [illegible] St. Louis was robbed by a mate of $7,000 worth of jewelry, on Friday, while a man occupied the attention of the proprietor at the back of the store.

—Why is it more difficult to follow a horse at a trot than that of a horse? Because the first instance decreases with him in the second, with him increases with a bobtail.

—A fatal affair occurred recently at Alford, N. H. Mr. S. C. Severy, while breaking a pair of steers owned by them and recently purchased, was thrown down and injured, of which he died. A little son of Mr. Severy, about 11 years old, was thrown into the excitement by seeing his father lying himself.

—The New York letters of much more sensibly discussed at present are seasonably by the New York Metropolitan Sunday. Clothes, and making the church a fashionable. The other fashionable camp meetings, and the question whether they are [illegible]

—A working boat race between the crews of the Hoosier and Shasta, took place in Portland harbor on Tuesday morning. The Shasta won, making a little over two miles in 22.40.

—The schooner Richard Borden, from Fall River for Pongas, struck a rock about half a mile below Beavever Tail, Tuesday morning, dense fog. She was loaded with [illegible] but afterward sunk in ten feet of water.

—The Czar of Russia has decreed that all parents forcing their children to marry or to enter monasteries or convents shall be liable to a punishment of from four months to one year's imprisonment, besides any punishment that may be inflicted by the religious authorities.

—In union of hand and brain lies the true strength of noble manhood.

Bangor Post Office.

OFFICERS.

GEO. FULLER, P. A. CUMMING, W. H. H. LAWRENCE, Assistants.

OFFICE HOURS.

From 7½ a.m. to [illegible] Sundays from [illegible] on Sundays, from [illegible]

Western mail closes at Herdon mail, at [illegible] worth, Cherryfield and river mails at [illegible] The time of the contract time. T[illegible] on Sunday, at [illegible]

The mail for Sw[illegible] and departs on T[illegible]

The mail for Co[illegible] Echo and Athin[illegible] Saturday. Arrive[illegible] The mail for [illegible] leaves Monday, W[illegible] alternate days.

The mail for No[illegible] and East Baxter, le[illegible] Friday.—arrives at: The other mail[illegible]

Arrival and D[illegible]

Western, (at Dexter) Hamilton, [illegible] Calais and St. John, Amherst, [illegible] Bucksport, Belfast, Winterport, Machias, [illegible] Houlton, [illegible] Castine and Buckspo[illegible] Upper Stillwater, [illegible] Exeter via Levant, Brownville, via Br[illegible] Lisbon Mill, via Du[illegible] St. Lovent via Hor[illegible] Monroe, [illegible]

[illegible]

No additional ch[illegible] the Business Card a[illegible] ceasing four lines, [illegible] hours furnished in [illegible] examples of which [illegible] window, when orde[illegible] a request for the [illegible] established which [illegible] printed, with the [illegible] State, across the [illegible] of the title, will be [illegible]

For the public a[illegible] pleased stamped E[illegible] reduce the expe[illegible] dorsed, if not deliv[illegible] are returned to the [illegible]

Stamped E[illegible] Cannot be used [illegible] postage stamps [illegible] Stamped Envelope[illegible] deducted at the office [illegible]

DOME[illegible]

All letters must [illegible] in the United [illegible] single rate [illegible] ounce or fraction [illegible]

Newspapers sent [illegible] stamps, unless [illegible] subscriber, when the [illegible] payable quarterly in [illegible] or delivery office: [illegible] Daily, [illegible] Six times a week, [illegible] Tri-Weeklies, [illegible] Semi-Weeklies, [illegible] Weeklies, [illegible] Weeklies, in County [illegible] Newspapers, Period[illegible] sent to subscriber [illegible]

Transient Canadian, [illegible] mitted matter, [illegible] to the Canada P[illegible]

Not exceeding [illegible] And for each additi[illegible] fraction [illegible]

Transient [illegible] Not exceeding 3 in one [illegible] Over 3 and not exceed[illegible] Any larger number th[illegible]

Transient [illegible] One package to one m[illegible]

For additional 4 oz. [illegible] Non-transient printed [illegible]

Miscella[illegible] Circulating pamphle[illegible] transient newspapers, manuscript, proof sheets [illegible] printed matter, [illegible] patterns, samples, scions [illegible] cor, letter envelopes, p[illegible] cards, paper plain or [illegible] representations of differ[illegible] bulbs, roots, and scions [illegible] on one package to [illegible] 2 lbs. [illegible] over 4 oz. and [illegible] not, and not over 1 lb. [illegible] over 16 ozs. Seed: The [illegible] outlines, roots, and scions [illegible]

Advertisements [illegible] All letters remaining [illegible] on Monday of each wee[illegible] month, [illegible] thereafter they a[illegible] opened. [illegible]

[illegible] Postage to Great Britain and Ireland.

Postage on newspaper, Lund[illegible] packets, including printed papers, full stands, maps, plans, prints, engravings, drawings, ph[illegible] journals, lithographic, [illegible] sheets of music, &c. and patterns or samples of merchandise, including seeds and grains—as follows:—

Newspapers, two cents each. Book packets—including printers' papers as above—six cents per four ounces or fraction of four ounces.

Patterns and samples of merchandise—including seeds and grains—five cents per four ounces or fraction of four ounces.

The above charges must be fully prepaid by postage stamps affixed outside the packet or otherwise. Letters cannot be sent by this route.

Mails will be despatched from New York for the United Kingdom on follow:—

1. The Hamburg American Packet Company, every Tuesday, via Southampton. Mails close at the office on Monday, at 6 A.M.

2. The British and North A. M. Company—Quebec and Liverpool, every Wednesday to Liverpool, via Queenstown. Mails close at the office on Tuesday at 6 A.M.

3. The North German Lloyd Line, via Southampton, every Thursday. Mails close at this office on Wednesday, at 6 A.M.

4. The Liverpool, New York, and Philadelphia Steamship Company, via Queenstown, every Saturday. Mails close at this office on Friday, at 6 A.M.

[illegible] the same [illegible] and [illegible] the legislative [illegible] of the governor [illegible] tion of June, [illegible]

[illegible] use of Representa[illegible] in Congress as [illegible] and the same [illegible] money in the [illegible] d, for the ob[illegible] sively regarding [illegible] ndred and for[illegible]

[illegible] allegiance [illegible] addition to [illegible] lation for that [illegible]

[illegible] clerks, messen[illegible] l salary in the [illegible] of the Senate, [illegible] chief clerks [illegible] ork and pro[illegible] the Secretary [illegible] hundred and [illegible] in the office [illegible] two thousand [illegible] neft; keeper of [illegible] odred and two [illegible] ngers, at one [illegible] dollars each; [illegible] ously dollars; [illegible] two thousand [illegible] erk except two [illegible] to the Speaker, [illegible] ssistant [illegible] nbsand seven [illegible] two messengers [illegible] one; assistant [illegible] thousand [illegible] ndred and [illegible] ne; in addition [illegible] tment [illegible] hundred and [illegible] doorkeeper, [illegible] each; seven [illegible] hundred and [illegible] Speaker; [illegible]